

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.-11. (Canceled)

12. (New) A device for limiting the movement of a first vehicle seat, the first vehicle seat having a first upholstery element and a second upholstery element, the first upholstery element being rotatably mounted to the second upholstery element about a hinge, the device comprising:

a latch configured to be arranged within the first upholstery element, the latch comprising a bolt moveable between an operative position and a retracted position, the bolt configured to extend out of the first upholstery element in the operative position and to retract into the first upholstery element in the retracted position;

a counterpart configured to be mounted near the first vehicle seat, the counterpart being engageable with the bolt in a releasably lockable manner; and

a control device configured to be arranged in an area of the hinge, the control device being operatively coupled to the bolt by a force transmitting device.

13. (New) The device of Claim 12 wherein the control device comprises a mechanical guide that allows the position of the bolt relative to the first upholstery element to change based on an angular adjustment of the first upholstery element about the hinge.

14. (New) The device of Claim 13 wherein the mechanical guide comprises a control cam and a feeler configured to follow the control cam, the control cam mounted at one of the first upholstery element and the second upholstery element, the feeler mounted at the other one of the first upholstery element and the second upholstery element.

15. (New) The device of Claim 14 wherein the feeler is a pin configured to follow an outer surface of the control cam as the first upholstery element is rotated relative to the second upholstery element.

16. (New) The device of Claim 14 wherein the control device further comprises a first spring that biases the feeler into engagement with the control cam.

17. (New) The device of Claim 16 further comprising a second spring that biases the bolt into engagement with the counterpart.

18. (New) The device of Claim 17 wherein the first spring has a stiffness that is greater than a stiffness of the second spring.

19. (New) The device of Claim 12 wherein when the counterpart is engaged with the bolt, the counterpart is configured to act as a limit stop in one direction of rotation of the first upholstery element and as a releasable catch device in an opposite direction of rotation of the first upholstery element.

20. (New) The device of Claim 19 wherein the counterpart comprises a first projection, a second projection and a recess disposed between the first projection and the second projection for receiving the bolt, and wherein the first projection functions as the releasable catch device and the second projections functions as the limit stop.

21. (New) The device of Claim 20 wherein the first projection is shorter than the second projection.

22. (New) The device of Claim 20 wherein the bolt defines a recess configured to movably receive an end of the force transmitting device to allow the bolt to pass over the first project without affecting the control device.

23. (New) The device of Claim 12 wherein the bolt is configured to be fully retracted within the first upholstery element in the retracted position.

14. (New) The device of Claim 12 wherein the counterpart is configured to be mounted to a second vehicle seat positioned in front of the first vehicle seat.
25. (New) The device of Claim 12 wherein the force transmitting device comprises a Bowden cable.
26. (New – Withdrawn) A vehicle seat comprising:
 - a first upholstery element rotatably mounted relative to a second upholstery element at a hinge;
 - a device for limiting the movement of the first upholstery element, the device comprising:
 - a latch arranged within the first upholstery element, the latch comprising a bolt moveable between an operative position and a retracted position, the bolt extending out of the first upholstery element in the operative position;
 - a counterpart configured to be mounted near the vehicle seat, the counterpart being engageable with the bolt in a releasably lockable manner; and
 - a control device arranged in an area of the hinge, the control device being operatively coupled to the bolt by a force transmitting device.
27. (New – Withdrawn) The vehicle seat of Claim 26 wherein the control device comprises a control cam and a feeler configured to follow the control cam, the control cam mounted at one of the first upholstery element and the second upholstery element, the feeler mounted at the other one of the first upholstery element and the second upholstery element.
28. (New – Withdrawn) The vehicle seat of Claim 27 wherein the control device further comprises a first spring that biases the feeler into engagement with the control cam and a second spring that biases the bolt into engagement with the counterpart, the first spring having a stiffness that is greater than a stiffness of the second spring.

29. (New – Withdrawn) The vehicle seat of Claim 26 wherein when the counterpart is engaged with the bolt, the counterpart is configured to act as a limit stop in one direction of rotation of the first upholstery element and as a releasable catch device in an opposite direction of rotation of the first upholstery element.

30. (New – Withdrawn) The vehicle seat of Claim 29 wherein the counterpart comprises a first projection, a second projection and a recess disposed between the first projection and the second projection for receiving the bolt, and wherein the first projection functions as the releasable catch device and the second projections functions as the limit stop.

31. (New – Withdrawn) The vehicle seat of Claim 26 wherein the first upholstery element is a backrest and the second upholstery element is a seat part.